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	1.	Durin	g the ner	iod from	13 Octob	er to 8 No	vember l	1952, the	concret	ing of the	ıe			
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		In the	e constru to the	iction bui Jocksdorf	reau, it near For	was rumore st constr	ction p	roject di	iring th	e coming	winter	1		
	3.	0n 8	November	, it aprea	ared that	the runw	y at Dr	ewitz Air	field w	ould not	be			
		comp.	leted by	15 December	er as oct ction wor	reduled. As	s recen	tly a ser	rious sh	ortage of	cement	t.		
	* 1	ن بداید		ton hotero	on the re	portion of	runway	was co	用してらららい。	THO TEST	10.0%			
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	lin		1 atio	n doto fo	r the nl:	anned taxi	ave was	l July	1953。		emi	25X1		
25X1 the ends of t				of the r	southeast, the radius of which was 900 to 1,000 meters.									
		Another taxiway was to be built northwest of the runway. It was to begin at the southwestern end of the runway and extend in a curve as far as a point about 1/3 of the runway length from its northeastern end; from there it was to												
		desamore	at a wic	ht ancle	toward t	he runwav	os iar e	TE SE COTTE	o accuracy	10 140001				
		dist nort	ance from heastern	it. From end of th	i the lat ie runway	ter point , At its f	it was t	to extend	. in a ci	TAG OC O				
		1,,20	0 meters	distant f	rom the	runway.						•		

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Ž-	Underground work was continued by 2,500 men who worked in three shifts. Due to a deterioration of the food situation, Labor productivity had decreased recently, hoad construction work from Jaenschwalde was being accelerated, Work on the construction of two and five brick buildings had been started north and south of the railroad line respectively.
1.[Comment. The report contains credible details on the progress of construction work at brewitz airfield. The erection of two assembly halls is noteworthy.
2.	Commento The possible course of the taxiways is reported for the first time. Further information is required to clarify this point.
3.	Comment. A sketch of the airfield which also shows the road built from Jaenschwalde to the airfield was transmitted previously.

SECRET/